

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
299

Town of Shenandoah

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend




















Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Shenandoah

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Shenandoah																
	1.22	5900	N	From:	SCL Shenandoah				N	0.094	N	0.537	6100	N	2003	
				To:	69-706											
				To:	NCL Shenandoah											
	0.37	4300	F	From:	Rockingham County Line				C	0.088	F	0.534	4400	F	2003	
				To:	US 340											
				To:	ECL Shenandoah											
	0.38	890	F	From:	69-602				C	0.098	F	0.537	910	F	2003	
				To:	69-1013											
				To:												
	0.35	370	R	From:						NA			NA		05/19/2003	
				To:	69-706; 69-780											
				To:												
	0.73	350	R	From:						NA			NA		05/01/2000	
				To:	NCL Shenandoah											
				To:												
	0.27	170	R	From:	SCL Shenandoah					NA			NA		04/27/2000	
				To:	69-602											
				To:												
	0.15	250	R	From:						NA			NA		04/27/2000	
				To:	69-1006											
				To:												
	0.28	280	R	From:	Dead End					NA			NA		05/12/2003	
				To:	US 340											
				To:												
	0.12	700	R	From:						NA			NA		05/12/2003	
				To:	ECL Shenandoah											
				To:												
	0.25	210	F	From:	69-683				C	0.115	F	0.615	220	F	2003	
				To:	US 340											
				To:												
	0.09	580	R	From:	69-602					NA			NA		1995	
				To:	69-602											
				To:												
	0.21	300	R	From:	1st Street					NA			NA		05/12/2003	
				To:	US 340											
				To:												
	0.36	490	F	From:	98%				C	0.105	F	0.582	510	F	2003	
				To:	69-719; ECL Shenandoah											
				To:												
	0.31	300	R	From:	N 1st Street					NA			NA		05/12/2003	
				To:	US 340											
				To:												
	0.10	240	R	From:	69-708; ECL Shenandoah					NA			NA		04/27/2000	
				To:	69-602											
				To:												
	0.10	160	R	From:						NA			NA		04/27/2000	
				To:	69-1006											
				To:												
	0.34	290	R	From:	Dead End					NA			NA		04/27/2000	
				To:	69-602											
				To:												
	0.18	240	R	From:						NA			NA		04/27/2000	
				To:	69-1006											
				To:												
	0.09	170	R	From:	69-720					NA			NA		04/27/2000	
				To:	ECL Shenandoah											
				To:												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Shenandoah																
725 69	0.18	130	R	From:	69-1020						NA		NA		04/27/2000	
725 69	0.10	110	R	To:	69-712						NA		NA		05/12/2003	
				From:	69-729											
728 69	0.12	47	R	To:	69-1020						NA		NA		05/12/2003	
				From:	69-706 Junior Ave											
728 69	0.20	60	R	To:	69-729						NA		NA		05/12/2003	
				From:	69-780											
729 69	0.23	150	R								NA		NA		05/12/2003	
729 69	0.12	530	R	To:	US 340						NA		NA		05/12/2003	
				From:	Dead End											
780 69	0.19	90	R	To:	69-683; 69-706						NA		NA		04/27/2000	
				From:	69-729											
1004 69	0.21	1200	R	To:	69-683						NA		NA		05/12/2003	
				From:	US 340											
1004 69	0.15	650	R	To:	69-1008						NA		NA		05/12/2003	
				From:	69-706 Junior Ave											
1005 69	0.09	60	R	To:	69-712						NA		NA		05/12/2003	
				From:	US 340											
1006 69	0.08	270	R	To:	69-1015 Gap Terminus						NA		NA		05/12/2003	
				From:	69-1009 Gap Terminus											
1006 69	0.42	540	R	To:	69-692; 69-745						NA		NA		05/19/2003	
				From:	Dead End											
1007 69	0.26	280	R								NA		NA		05/12/2003	
1007 69	0.06	200	R	To:	US 340						NA		NA		05/12/2003	
				From:	Dead End											
1008 69	0.20	120	R	To:	Shenvadale Ave						NA		NA		04/27/2000	
				From:	69-602											
1008 69	0.20	150	R	To:	69-1004						NA		NA		04/27/2000	
				From:	Dead End											
1009 69	0.42	120	R								NA		NA		05/12/2003	
1009 69	0.04	100	R	To:	69-1004						NA		NA		05/12/2003	
				From:	69-1006											
1010 69	0.07	160	R	To:	US 340; NCL Shenandoah						NA		NA		1997	
				From:	69-1011											
1010 69	0.02	60	R	To:	Dead End						NA		NA		1997	
				From:	69-1012											
1011 69	0.14	100	R	To:	69-1010						NA		NA		1997	

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Town of Shenandoah																
1012 69	0.10	180	R	From:	US 340						NA			NA		1997
				To:	69-1011											
1012 69	0.23	100	R	From:							NA			NA		1997
				To:	Dead End											
1013 69	0.08	80	R	From:	69-708						NA			NA		05/12/2003
				To:	69-602											
1013 69	0.34	380	R	From:							NA			NA		05/12/2003
				To:	69-683											
1015 69	0.07	130	R	From:	69-708						NA			NA		05/12/2003
				To:	69-602											
1015 69	0.34	340	R	From:							NA			NA		05/12/2003
				To:	69-1006											
1015 69	0.10	240	R	From:							NA			NA		05/12/2003
				To:	69-683											
1016 69	0.07	440	R	From:	69-683						NA			NA		04/27/2000
				To:	69-1013											
1016 69	0.08	500	R	From:							NA			NA		05/12/2003
				To:	69-1015											
1016 69	0.07	670	R	From:							NA			NA		05/12/2003
				To:	US 340											
1016 69	0.07	450	R	From:							NA			NA		04/27/2000
				To:	69-1014											
1016 69	0.07	310	R	From:							NA			NA		04/27/2000
				To:	69-1008											
1016 69	0.08	280	R	From:							NA			NA		04/27/2000
				To:	69-702; 7th St											
1016 69	0.07	200	R	From:							NA			NA		04/27/2000
				To:	69-702											
1016 69	0.07	110	R	From:							NA			NA		04/27/2000
				To:	69-719											
1017 69	0.40	520	R	From:	Dead End						NA			NA		04/27/2000
				To:	69-707											
1019 69	0.14	NA		From:	Dead End						NA			NA		
				To:	69-1023											
1020 69	0.20	290	R	From:	69-683						NA			NA		04/27/2000
				To:	US 340											
1022 69	0.13	NA		From:	Dead End						NA			NA		
				To:	69-1023											
1023 69	0.21	110	R	From:	Page County Line; 69-693						NA			NA		05/12/2003
				To:	Liberty Ave											
1023 69	0.12	NA		From:							NA			NA		
				To:	69-1022; 69-1023											
1027 69	0.04	150	R	From:	69-692; 69-745; 69-1006						NA			NA		05/12/2003
				To:	ECL Shenandoah											